1: Hongisman: K-6 (1943-1945) 1949 MD12 Nelson MD12

[illegible] snowshoes much as he does without them, the feet being lifted sufficiently for each shoe to clear the frame of the other. In climbing a hill, the toes are bent sharply so that they will sound down through an unfilled space in the front of the snow panel. In this way the toes secure an anchorage in the packed snow. In breaking trail, the leaders tend of women travel, a person can generally cover about fifteen miles a day with such footgear. This distance can be doubled if trail is already broken.

[illegible] Following use, snowshoes are usually brought into the house and carefully dried, after which they may be stored outdoors. Repairs to snowshoes are frequently necessary. A split frame is secured by willow splints, which are cut to a fine curvature and lashed to the frame-wood with babiche.

[illegible] Water transportation. In summer the Kaska use rafts and plank boats. Only Old Ross owns a physical name of commercial origin, which he sometimes uses for fishing. Rafts are built by men when trails cross with rivers and are also used by hunters who wish to float downstream to camp. They are about seven feet long and from three to five feet wide, being constructed from red spruce poles some four or five inches in diameter. Two crossposts, consisting of spruce saplings about two inches in diameter, are used to hold the logs together. The poles are generally aligned in water and the crossposts attached with rails. In the fall, when rivers run cold, rafts are built on dirt near the shore and pushed into the water when completed. When the vessel has reached its destination, it may be left on the shore for use by other travelers or it may be taken apart and the poles allowed to dry for fuel. In spring, larger rafts are sometimes built in order to float a family downstream to the trading post with dogs, fur, and household equipment.

[illegible] Rafts are managed with the aid of poles, which serve as oarsgo and also function when the craft must be pushed away from drift piles. Accidents with rafts are not infrequent, the use of these vessels being regarded as particularly dangerous in spring and fall, when rivers run with ice. In the spring of [illegible], Sally Willy lost his seven year old son when a raft on which two adults and three children were traveling hit a drift pile and capsized. The woman's stock of fur was also destroyed.

Plank boats are owned by many families and are either built by Indians from sell-sawed lumber or are purchased from white men. They average about eighteen feet in length and are about three feet wide. For long distances, propulsion is always by means of a gasoline driven outboard motor. To cross a river, however, boats are poled or rowed. One set of oarlocks manufactured, being large and crudely cut from a piece of barrel lumber, and also accompanied by a narrow blade, which is roughly ridged, and a thick shaft about five feet long. Oars are used with steel oarlocks.

To cross a river with a strong current, the boat is dragged as far upstream as possible and is then pushed upstream from the shore. As the boat moves toward the center of the river and the current is felt to swing the prow around, the rower on the lower end rows hard while the rower on the upper end pulls more easily. To correct further the force of the current, weight is generally placed in the back of the craft. Men and women as well as adolescent children row and pole boats.

A boat lacking motor power may be pushed by another vessel which is equipped with an engine. Pushing is reported as more efficient than lashing one boat alongside another.

although this is also done. When a boat is to be pushed, usually low or a pair of spruce [illegible]
uplings are used to fasten the vessels together. If poles are used, one end of each pole is [illegible]
been to fit into the gunwales of each boat where the ends are lashed. This device is used
to prevent the boats from breaking if they drop down a shelf of swift water. If two boats
are used in conjunction, they generally ride in the forward and end passengers with goods
lashed.

Once, in rainy weather, Louis Mink secured a mosquito net to his boat. The net was [illegible]
placed over a pair of boat spruce uplings anchored in the gunwales and forming an arc.
The front and rear ends of the shelter were attached to the gunwales. Under this shelter
rode Louis' wife, infant son, and Louis Wilet with his baby. Louis and his fourteen year
old daughter, Therese, alternated running the outboard. The ethnographer saw the party
as he and Nilk were taking downriver in a plywood canoe. Louis signalled to Nilk and
the two vessels were lashed together side by side with only a slight reduction of speed on
Louis' part. The journey was then resumed with all the passengers in the larger vessel.

In fall, boats are removed from water and stored high on the shore in order to prevent
the spring break-up from smashing them.

Routine of travel. In contrast to the leisurely life of the Indians in camp, considerable [illegible]
even determination marks travel behavior once a journey has been undertaken. An effort is
made to begin long journeys by getting a start early in the day, in winter sometimes as
best as even before sunrise. The dismantling of the camp and the packing of the household
equipment is undertaken by women while men transport the goods to boat or toboggan.
When the tent has been taken down, the poles which supported the structure are left
standing. This, however, is usually for the convenience of the next comer as only rarely
will one family camp in another's campsite. Normally, beyond a usual good-bye, no verbal [illegible]
farewell, even when a family departs to be gone for a long period.

On walking trips, rest stops are frequently initiated by the leader of the party, but [illegible]
these stops are of only brief duration, particularly in winter. Smoking is a common feature
of such rests. People try to arrive at least half the distance of a day's journey before pausing [illegible]
for lunch. Lunch stops are marked by a fire and the preparation of tea, they seldom last [illegible]
more than forty-five minutes.

In the course of winter travel, fire is always made as soon as any member of a party [illegible]
complains of serious chilling. If gloved hands perspire in the course of a journey, they are [illegible]
removed to the cold until chilled and then replaced. This prevents the mittens from becoming
damp with perspiration and freezing. Should the fingers become cold in walking they are
held lightly clenched within the mittens and the arms swung. Against the dangers of
exhaustion from falling snow, there is no protection while traveling. When camp is reached,
however, clothes are thoroughly dried or changed for fresh garments. The blanched faces
of some people appearing in the morning due to spring sickness that individuals are often
unaware of the danger of frostbite. No dangers are taken with wet moccasins,
however, and footwear is promptly dried or changed should it become wet.

Camp is generally made shortly before dark. If women accompany the party, they are [illegible]
also over the task of cutting poles and laying brush which was transport the necessary
things from the sled or vehicle and perhaps start a fire. Unneeded supplies are left in the